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PRIVATE RESIDENTS AT THE
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NEWS OF THE FAR EAST
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HONGKONG WEEKLY
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Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1907.
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9.00 a.m. to 11.00 a.m. Every 15 minutes.
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ALEXANDRA BUILDINGS

Hongkong, 4th January, 1908.

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ONLY communications relating to the news column

should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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MANHUAKE.

At St. Peter's Church, Hongkong on the 6th inst., by the Rev. J. H. Francis, Miss LINDA MYERL of Melbourne, Australia, to GEORGE HORACE KING (Lappa Customs). Australian papers please copy.

HONGKONG OFFICE: 10A, DES VRIES LANE, C.

N.Y. (F.W.C.); 183, FIFTH STREET, L.

The Daily Press.

HONKONG, JANUARY 7TH, 1908.

The after-dinner speech of Dr. MORRISON to the China Association in London has made a sensation since, if it did not palpably do so at the time. Perhaps if the famous correspondent had been addressing the members of a branch, rather than the members of the central Association, he might not have been given so patient a hearing. There is no doubt that cold-drawn extract of *tu queque* in the Morrisonian manner is not palatable, and we have usually been at a loss for a subject before we have, on rare occasions, adopted that line of argument. It is, of course, an easy one to take, and seems more telling than it perhaps would be under analysis. It is certainly difficult to answer, and that is doubtless why no speaker ventured to follow Dr. MORRISON's ironic outburst with any sort of a rejoinder. From the point of view of the Association, we ourselves considered it best left unanswered, but others have not thought the same. One writer on Chinese topics has attacked Dr. MORRISON's position with considerable energy. He writes:

"In regard to a large number of national wings, the comparison is not one of choice. There are certain principles but . . . will be found in external faults which . . . where and with instance more or less ever . . . not whether regard to the . . . the question is . . . a given nation is entirely free from . . . while another shows that it is subject to . . ."

them; but the extent and often even the manner in which they are found in the one or the other. To say that it is of no great consequence that there is corruption among Chinese officials because there are many European nations among whom the same shortcoming is to be found is but a poor excuse for the universal venality, which the Chinese themselves so much complain of. It would be an answer if it were shown that the corruption in question was not much more extensive than that which is to be found in most other countries, or in any which can claim to be reasonably well governed. In the same way to point out that we need not complain of the faultiness of the Chinese judicial system, including the convenient method of eliciting evidence by torture, because occasionally there are serious miscarriages of justice in thoroughly civilised countries, is after all perhaps clever badinage, but certainly not serious argument. The best of human laws are liable at times to prove defective, but this forms no excuse for the continued use in the present day of torture or a resort to barbarous punishments, which many of the most enlightened Chinese Statesmen still hold to be necessary for the maintenance of order."

The writer goes on to argue that the real matter for comparison is not one of conduct but of standards, a point we have dealt with before. It is almost equally liable to the *tu queque*, when any race is under criticism. He regrets that so good an authority as Dr. MORRISON should have resorted to such an *ad captandum* line of argument, and confesses that "it is somewhat trying to a Britisher's patience to be told in almost so many words that his country is nearly as corrupt as China because during the rush and push of a war, some unscrupulous men took the opportunity to line their pockets at the expense of the commissariat." "We," he said, "who knew how high were the administrative ideals both in this country and in America, who remembered how uncouth we emerged from those amazing enquiries into the expenditure in connection with some of our recent wars, naturally condemned administrative methods in China that were not up to our standard." The satire is pungent and would be telling, but for the slight difference which was perhaps excusably overlooked in an after dinner speech, that the corruption in question took place under totally exceptional and hurried conditions, and was rigidly enquired into—while that in China (if the Chinese themselves are to be believed) is perennial, and is recognised and encouraged at headquarters."

Surely it is a litte too much to say, even of Mandarindom, that it encourages official peculations. What the writer means is probably that one Chinese official does not denounce another for such dishonesty, that dog does not eat dog. But even there have foreigners the right to claim such infinite superiority? We would like to think so, but with numerous cases of "hushing up" in mind, we have to admit that even there the Chinese are only showing the same consideration of class for class. Sometimes we have no mercy on those of our number who disgrace us by being found out, but then, the Chinese can claim that much. On the sale of rank the writer quoted is manifestly unhappy. He says that Dr. MORRISON was as "far from the mark (as he of all people must well have known) in comparing the sales of 'rank' in China to the dignities which are conferred at home (albeit perhaps a little too liberally) upon 'non-descript capitalists of alien origin, whose entry into their ranks was adding so greatly to the dignity and prestige of our hereditary aristocracy.' There is no particular reason why wealth as well as any other power in the state should not be recognised in the House of Lords, or otherwise, but bankers, brewers, or other capitalists, who receive such distinction don't pay the Government or the King for conferring dignities upon them." What does it matter whom they pay—to the Party fund, or to some person with interest? It is all the more discreditable the more it is *sub rosa*. It is a very weak answer, indeed, and would much better have been left unanswered. More to the point is his reminder that two wrongs do not make a right, but then Dr. MORRISON never suggested that they did. All he was doing was to give the China Association a modern version of the mote and beam parable, a lesson which, in view of our remarks yesterday, was perhaps not entirely unmeaning.

The latest health return shows another death (Chinese) from plague. There are also five cases of small-pox, all Chinese.

Pollard's *Lilliputians* again staged "The Dolls of New York" at the Theatre Royal last night, and scored another success. To-night "In Town" will be played.

A meeting of the Sanitary Board will be held this afternoon. The agenda is not a long one, and contains principally applications for modifications of requirements of certain sections of the Public Health and Buildings Ordinance.

The Chartered Bank of India, Australia, and China announces that Mr. T. Cuthbertson, of Messrs. Edward Boustead and Co., London, and of Messrs. Boustead and Co., Singapore and Penang, has joined the board in succession to the late Mr. Jasper Young.

The return of visitors to the City Hall Library and Museum for the week ending the 5th January, 1908, shows that of non-Chinese there were 286 to the Library and 220 to the Museum, and of Chinese 141 to the former and 2,443 to the latter. The Library was therefore used by 427 persons and the Museum by 2,683.

Lieut. Col. N. W. H. Du Boulay, Royal Garrison Artillery, on promotion has been appointed to command the Militia and Volunteer Artillery at Falmouth. He served throughout the Soudan and Nile Expedition, 1884-5, was attached to the Headquarters of the Japanese Army during the Japan-China War, 1894, and was Special Service Officer with the China Expedition, 1900.

A romantic wedding took place at Mansfield, Notting, a month ago. Mr. Noworji Tarachand, a Parsee barrister, appeared at the local police-court and obtained from the magistrates an injunction of a case in which he was counsel in order that he might be married. Later he appeared in court covered with confetti.

Two honest Chinese cooks engaged at a Kowloon residence thought that a countryman, who was employed as messenger, was "squeezing" the master of the house, and told him so. A quarrel followed, and the three men were before Mr. F. A. Hazeland at the Police Court yesterday. The messenger told his master that the cooks held him down, while the other dealt him a blow on the head with a stool. The man who swung the stool was ordered by the Magistrate to pay a fine of 5c.

An Indian constable appeared before Mr. H. H. J. Gomperts at the Police Court yesterday on two charges of obtaining money by false pretences, and one charge of attempting to obtain a sum. The defendant it appears, was on duty at Murray Pier during the holidays, and when a Naval officer appeared to hail a sampan, would tell him that he had paid 5c cents to send a drunken officer off to his ship, and would ask the new arrival to repay him. Twice the trick was successful, but the third time it failed, the failure resulting in the constable's appearance before the Court. The case was remanded.

Since the beginning of the financial flurry the New York banks have had to find some way of thwarting the activity of certain depositors. Recently a merchant presented a cheque on one of the banks for \$3,000, practically his entire balance. The paying teller informed the depositor that if he would come back in an hour the money would be ready for him. The merchant returned, and found waiting for him \$1,500 in silver dollars and the rest in \$5 gold pieces, weighing altogether about one hundred and fifty pounds, and filling two good-sized bags. He changed his mind about withdrawing the money.

There was successfully launched on the Mersey last month from the yard of Messrs. Cammell Laird (Limited), H.M.S. *Swift*, which has been designed to be the fastest vessel in the world, and is the only ship of her type yet built. She is being constructed to meet the requirements of a special type of *co-a-going destroyer*, and is of substantially larger dimensions and higher speed than any previous vessel of the destroyer class, being designed to attain a speed of 36 knots. Her length between perpendiculars is 345ft., breadth 34ft., and depth 20ft. 4in., with a displacement at her mean lead draught of about 1,800 tons. She will be armed with four 4-in. guns and two 18in. torpedo tubes, and will be propelled by quadruple turbine machinery of the Parsons type. The naming ceremony was performed by Mrs. Samuel Roberts, wife of Mr. Samuel Roberts, M.P., a director of the Cammell-Laird Company.

Particulars of an interesting contribution to history by the German Emperor are published in the paper. Under the patronage of His Majesty a large historical work of the popular type is being published, and the Emperor himself has revised the proofs of the last chapter, which deals with his own reign. The author, Professor Oncken, writing of the acquisition of Kiaochau, mentioned that the choice of this place as compensation for the murdered missionary, was due to the suggestion of Bishop Anzer. Alongside this passage the Emperor wrote on the margin of the proof, "Incorrect. I chose Kiaochau after I had had Samts Bay and Wei-hai-wei reconned, and both had been reported to me as unsuitable. I then took the work of Baron von Richthofen, with a map of China, and, after reading his description of Shantung, decided on Kiaochau, as Richthofen's opinion of the hinterland was so remarkably favourable. Anzer had nothing to do with the decision."

"JARDINES" VERSUS
TELEGRAPHICS

This football match (an annual Hong fixture) takes place to-day at 5.15 p.m. on the ground of the Hongkong Football Club.

The following will represent Jardines:—Goal: W. G. Goggin; Backs: E. F. Ascott, P. S. Jameson, (Capt.), Halves: A. Piercy, F. C. Hall, and A. Gregory; Forwards: A. Lamberton, E. S. Piercy, A. Morley, C. L. Maxwell, and L. D. Tebb; Lieutenant: Mr. B. Sutherland; Referee: Major Broke.

The latest health return shows another death (Chinese) from plague. There are also five cases of small-pox, all Chinese.

Pollard's *Lilliputians* again staged "The Dolls of New York" at the Theatre Royal last night, and scored another success. To-night "In Town" will be played.

RIO SHAWLESS HONGKONG.

RICSHA COOLIES STRIKE.

Considerable inconvenience was caused the general public yesterday by reason of the fact that all the public ricksha coolies on the Island went on strike. By a curious coincidence the tramway service was dislocated at the same time, and it was at one time feared that the coolies were responsible for this. Such was not the case, however, for a few were found in a cable at Wan Chai, and when this had been attended to the trams were once more set in motion. The ricksha trouble is between coolies and masters, and Chinese subsidiary coin is said to be at the root of the strike. Owners of rickshas are required to pay the Government a licence fee of 97c a year, and this is the legal tender of the Colony. Rickshas are hired out to the coolies at from 35 to 45 cents a day, and 50 cents for the new rickshas. The bulk of the coolies' fares is paid in Chinese coin, and it is in this coin that he pays his master's hire. On account of this the owners of vehicles on the island decided recently to increase the hire of rickshas by four cents, giving as a reason that they lost a considerable sum by converting the Chinese coin into Hongkong dollars to pay licence fees. When this information was made known to the coolies they promptly went out on strike, and yesterday public rickshas were not to be had in the city.

It seems strange that the owners should be making this plea at this time of day, seeing that the discount on subsidiary coins, both copper and silver, is lower than it has been for the past three years at least. Six months ago the discount on the Chinese 20 cent piece was nearly 39 per cent; on the 10 cent piece it was 59.30. On the Hongkong 20 cent piece the discount was 37.50 per cent; and on the 10 cent piece, 7.65 per cent. Yesterday the discount on these coins was:

Chinese 20 cent pieces \$4.10 per cent.
Chinese 10 cent pieces 4.50 per cent.
Hongkong 20 cent pieces 3.80 per cent.
Hongkong 10 cent pieces 4.00 per cent.

From this it will be seen that if the action taken by the owners was for the cause stated, it should have been taken months, or even years ago. Another alleged cause of the strike is the introduction of the new rubber tyred rickshas. These vehicles with their white covered seats have been greatly appreciated by the general public, and of course, have relieved those owners who are without them of a considerable share of the public patronage. The proprietors who have not yet provided up-to-date vehicles have resorted to the plan of covering the second class rickshas with white covers, and this additional expense, it appears, they decided that the pullers should share with them, hence the reason for the increased hire.

Whatever the cause for the additional levy, the coolies were not prepared to pay it, and the discontent which has prevailed for sometime culminated yesterday in the strike. Many of the pullers, it appears, were willing to continue work, but the majority ruled, and in view of probable molestation they desisted. So great was the discontent abt the ricksha drivers that disturbances were feared, but these were prevented by the prompt action of the police, who have made several arrests. In a few instances the stray ricksha puller who endeavoured to continue work came in for a rough handling. One instance is reported where a European persuaded a coolie to pull him into the city, but the journey was cut short by a number of strikers who held up the puller, ordered the European to alight, and capered the vehicle. It was a busy day for the chair coolie, however, and he profited by the absence of the rickshas, taking up the usual stands where that vehicle is found, and carrying fares along the level as well as in the hilly districts.

The Captain Superintendent of Police was fully alive to the necessity of being prepared for any emergency, and in the forenoon took the precaution to strengthen the police patrols. Besides forming patrols two squads of Lukong and two squads of Indians were detailed, for special duty in the western district where the majority of the ricksha drivers are. But as before stated there was no serious trouble.

The prompt action taken by the Government will be appreciated by the public, many of whom were inconvenienced by yesterday's strike. When the trouble was made known to the authorities the Registrar-General, Hon. Mr. A. W. Brewin, Capt. Lyons, the Hon. Mr. Wei Yuk and Hon. Dr. Ho Kai summoned the representatives of the ricksha owners, and the representatives of the coolies to a conference at Mr. Brewin's office. After about an hour's sitting in which both sides stated their cases, the owners agreed to waive the additional four cents and continue as heretofore. Should it be found necessary to increase the fee for hiring rickshas later, the owners have promised to consult the Government before taking action. The strike was declared ended at 6 p.m. last night, and rickshas were to be had in all parts of the city. Some 300 coolies were said to be affected by the strike, so it is a fortunate thing for all parties that it ended so quickly.

The hoisting was adjourned.

LATES STEAMER MOVEMENTS.

The H.A.L. str. *Scandinavia* left Shanghai on 4th inst., and may be expected here to-day p.m.

The C.P.R. str. *Montague* arrived Shanghai at 6.30 a.m. on Monday, the 6th inst., and leaves again at noon same day for Hongkong where she is due to arrive at 8 a.m. on Friday, 11th inst.

The A.P.C. str. *Catherine Appear* from Calcutta left Singapore on the morning of the 5th inst., and may be expected here on or about the 10th inst.

The Barber Line str. *Wray Castle* left Singapore on the 4th inst., and may be expected here on the afternoon of the 11th inst.

The I.G.M. str. *P. E. Friedrich* left Kobe via Nagasaki and Shanghai on Sunday, the 5th inst., and may be expected here on or about Tuesday, the 14th inst.

The I.G.M. str. *Zieten* which left here on Friday, the 3rd inst., arrived at Shanghai on Monday, the 6th inst., at 2 a.m.

The I.G.M. str. *Yorck* which left here on Wednesday, the 1st inst., arrived at Singapore on Sunday, the 5th inst., at 8 p.m.

The T.K.K. str. *Nippon Maru* arrived at Williamstown on the 3rd inst.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood N.E. & N. winds, fresh.

Foam Channel Same as No. 1.

Hongkong and Lamock. Same as No. 1.

Hongkong coast of China between Same as No. 1.

Hongkong and Hainan. Same as No. 1.

SUPREME COURT.

Monday, January 6th.

IN ORIGINAL JURISDICTION.
BEFORE SIR FRANCIS PRAGOTT (CHIEF JUSTICES).

A SUMMONS DISMISSED.

In the matter of an arbitration between the Kwong Tung Chun and the London and Lancashire Fire Insurance Co., the Corporation of the Royal Exchange Insurance and the North British and Mercantile Insurance Co., and in the matter of the Hongkong Code of Civil Procedure.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. G. C. C. Master (of Messrs. Johnson, Stokes and Master) appeared for the plaintiffs in the issue, who were defendants in the original action. He said that he would remind his Lordship briefly of the course which this matter had taken. His Lordship, on referring to the file, would find that the originating summons was taken out as far back as March 16th, 1907. It was an application made on behalf of a man called Kwong Tung-chuen for leave to enforce an award dated 2nd October 1906 in the matter of an arbitration between himself and certain insurance companies mentioned in the origins of the summons. His Lordship would find on the file the award which was made by Messrs. A. R. Lowe and H. A. Lummett as arbitrators, and if he referred to it he would see that the arbitrators found as a fact that certain articles which Kwong Tung-chuen, the party insured, had deposited as being on the premises prior to the fire, were not there. His Lordship would remember that the arbitrators did not go into the question of whether that was a matter of fraud or not. A clause on the insurance policy stated that if a man made any false statement in

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Printing, &c., should be addressed to THE MANAGER. Advertisements and Subscriptions which are not entered for a fixed period, will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.B.C., 68-69 Lieber's.

NEW ADVERTISEMENTS

NOTICE.

THE Interest and Responsibility of Mr. REUBEN MARCUS EZKIEL in our Firm, ceased by mutual consent on and from 31st December, 1907.

ERICH GEORG & CO.

Hongkong, 7th January, 1908. 168

VICTORIA CHAPTER No. 525, E.C.

A REGULAR CONVOCATION of VICTORIA CHAPTER will be held at the FREEMASONS' HALL on SATURDAY, the 11th inst., at 8.30 or 9 P.M. precisely. Visiting Companions are cordially invited to attend.

Hongkong, 7th January, 1908. 159

WANTED A COMPRADORE.

A Merchant's Firm require the Services of a Good COMPRADORE. A firstclass man with reasonable securities will be liberally dealt with. Address confidence to "COMPRADORE," Care of "Daily Press" Office.

Hongkong, 7th January, 1908. 160

TO LET—ON SHAMEN.

LARGE RED OMED HOUSE in best locality, facing the Bund. Apply— X. Y. Z., German Post Office, Canton.

Hongkong, 7th January, 1908. 161

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship "HAICHING," Capt. A. E. Hodges, will be despatched for the above Ports on FRIDAY, the 10th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS, LIAO-TAI-KI & Co., General Managers.

Hongkong, 7th January, 1908. 162

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT is now ready and contains:—

Epitome of the Week's News. Leading Articles.

China's Progress: (1) Military. China's Progress: (2) Constitutional. Locking Back.

Stock-taking. An Exalted Debating Society.

Asiatic Labour. St. Joseph's College Prize Distribution.

Supreme Court. Volunteer Reserve Association.

Local and District Events, 1907.

1907: A Business Review.

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Subscription: \$12 per annum, payable in advance; postage 82.

Hongkong, 7th January, 1908.

NOTICE.

THE Estate of E. F. SCHMITT, late a Lightkeeper Capo Cami, Holloway. All outstanding accounts as well as assets should be sent at once to the undersigned.

IMPERIAL GERMAN CONSULATE, HOLOWAY.

Holloway, 29th December, 1907. 2012

WANTED.

ON THE UPPER LEVELS.

COMFORTABLY FURNISHED BED and SITTING ROOM, with Bathroom and Boy's Quarters. Apply— E. G.

Care of "Daily Press" Office.

Hongkong, 6th January, 1908. 153

THE INSTITUTION OF ENGINEERS & SHIPBUILDERS OF HONGKONG.

THE ANNUAL DANCE will be held at the CITY HALL on FRIDAY, the 10th instant. Members who have not yet received Tickets may obtain same from the SECRETARY. It is requested that lists of guests be forwarded as soon as possible.

Hongkong, 6th January, 1908. 154

KWONG WOO.

JEWELLER, DEALER IN SILKS, &c.

No. 78, Queen's Road, Central, B.

EGS to inform his Patrons and the General Public that, owing to necessary extension of stock to meet increasing business, he will RE-MOVE to his New and more spacious premises at No. 66, QUINN'S ROAD, CENTRAL, (next door East of his present premises) of 3rd January, 1908.

Hongkong, 1st January, 1908. 151

IF YOU REQUIRE

ARTISTIC PICTORIAL POSTCARDS,

POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS.

Mechanical Animals, Art Relief Novelties,

POSTAGE STAMPS in Bags, Packets, Sets, &c. &c.

AND

All other Philatelic Goods.

CALL AT— GRACA & CO., Hongkong Hotel Corridor, Hongkong, 1st January, 1908. 119

NOTICES OF FIRMS

NOTICE.

MR. WILHELM OTTO CHRISTIAN SPALCKHAEVER has been authorized to Sign the name of our Firm per procuration from This Date.

SIEMSEN & CO.

Hongkong, 31st December, 1907. 121

NOTICE.

We have This Day OPENED a BRANCH of our Firm at CANTON and authorized Mr. RUDOLF LENZ to Sign per procuration.

SANDER, WIELER & CO.

Hongkong, 1st January, 1908. 136

NOTICE.

THE Interest and Responsibility in our Firm of Mr. ARMIN HAUPP ceased by mutual consent on the 31st December 1907.

Messrs. GUSTAV FLIESLAND and ADOLF WIDMANN, have been admitted PARTNERS from This Date.

MELCHERS & CO.

Hongkong & China.

Hongkong, 1st January, 1908. 124

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

M. C. MONTAGUE EDE has been appointed SECRETARY of the Society from the 1st January, 1908.

By Order of the Board,

W. J. SAUNDERS,

Secretary.

Hongkong, 1st January, 1908. 125

NOTICE.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

M. C. MONTAGUE EDE has been appointed SECRETARY of the Company from the 1st January, 1908.

By Order of the Board,

W. J. SAUNDERS,

Secretary.

Hongkong, 1st January, 1908. 126

NOTICE.

TO LET—ON SHAMEN.

LARGE RED OMED HOUSE in best locality, facing the Bund. Apply— X. Y. Z., German Post Office, Canton.

Hongkong, 7th January, 1908. 161

DOUGLAS STEAMSHIP COMPANY, LIMITED.

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INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31ST DECEMBER, 1905
£17,897,110.

I. AUTHORIZED CAPITAL, £3,000,000
SUBSCRIBED CAPITAL, 2,750,000
PAID-UP CAPITAL 687,500 0 0
II. FIRE FUNDS 3,886,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 27th April, 1907. 1146

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. 114

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO., Agents.

Hongkong, 13th August 1906. 28

FOR SALE

FOR SALE.

A FINE COPY of CAMOENS' WORKS, in Portuguese. Four Volumes, Royal Octavo. Published in Lisbon, 1863-4 and bound Half-Green Calf. Splendid Condition.

Apply to— "CAMOENS"
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Hongkong, 21st December, 1907. 2001

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INLAND LOT No. 1706.

SITUATE at North Point, Shaukiwan Road, Hongkong, (next to the Metropole Hotel).

The property contains by admeasurement 103,950 square feet. Crown Rent, \$238.00 per annum.

For further particulars, apply to:
GOLDRING & BARLOW, Solicitors,
10, Queen's Road Central.
Hongkong, 12th September 1907. 106

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR

From 1st January, 1861 to 31st December 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3RD YEAR OF TONG CHI TO THE 39TH YEAR OF KWANG SHU.

PICE 2 CASH.
On Sale at the HONG KONG "DAILY PRESS" OFFICE, or Agents for all the Ports of Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

Hongkong, 2nd October, 1906. 1841

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DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY. 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. 1444

SIEN TING. SURGEON DENTIST. NO. 10, D'AGUILAR STREET.

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. 1540

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THOROUGH BILLS OF LADING for all the principal ports in SOUTH ASIA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to:

DODWELL & CO., LIMITED

General Agents for China and Japan.

Hongkong, 4th August, 1898. 9

Abbey's Salt

You will be thankful when you become acquainted with Abbey's Salt, for you will find it pleasant and effective.

Abbey's Salt conquers headache, constipation, indigestion, biliousness, and all troubles that come from a disordered condition of the stomach, liver and bowels.

When you do become acquainted with Abbey's Salt, you will probably be sorry you didn't know about it sooner.

Sold in two sizes by all Chemists and Stores, Stand by Watkins, Ltd. and A. S. Watson, & Co., Ltd., Hong Kong.

The Abbey Fruit Saline Co., Ltd., 144, Queen Victoria Street, London, E.C.

THORNE'S OLD VAT

PER CASE 14
THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENWICH AND HAS BEEN SOLD AS NO. 1 SINCE 1851.

SCOTCH WHISKY.

SOLE AGENTS IN HONG-KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

P. AND O. STEAM NAVIGATION COMPANY.

The ordinary general meeting of the proprietors was held on December 11th at the offices of the company, Leadenhall-street, E.C. Sir T. Butherford presiding.

The Chairman, in moving the adoption of the report, said the year which had passed over their heads had been one of somewhat varying experiences, but closed on the whole more successfully than at one time some of them ventured to hope. They were enabled to pay a dividend and bonus averaging a return of 9 per cent. on the total amount of the paid-up stock after setting aside the handsome appropriation of £240,000 for depreciation—that was to say, £80,000 more than the normal 5 per cent. on the original cost of the fleet. The soundness of that policy in writing down the values of the fleet was, he thought, reflected in the market value of their stock, the comparative steadiness of which was remarkable and the advertisement of what were called gilt-edged securities. The most prominent feature in the revenue account was, of course, that of freight receipts, amounting to £1,153,615, about £34,000 above the sum raised last year. They had had some special drawbacks to contend with which seriously affected their resources and their revenue. Undoubtedly the most serious of these drawbacks was the great fight which they had at Antwerp with their German friends. The treaty of peace had not been operative so far as rates were concerned, as they had in their eagerness to fight the battle, entered into engagements for months forward at fighting rates. Antwerp as a port was more necessary to them now than ever before, because it was impossible for them to fill their ships either to or from the Port of London alone. The trade with the Continent in connection with the Far East was increasing, and, after all, Europe was a good deal larger than this little island.

Mr. S. S. Gladstone seconded the motion for the adoption of the report, which was agreed to unanimously.

problem which he believed was at the present moment insoluble. He had not been much surprised, therefore, to see by correspondence in the Press that there was a gradual toning down of the idea of this express speed for the Pacific part of the service, and it had been suggested that the ships engaged in this service should coal at Honolulu. But good heavens, if the ships were to coal at Honolulu, what became of the "all-red" route? For Honolulu was an American port, and the "all-red" route would appear to be a phrase merely to throw dust in the eyes of an ignorant public. Speaking of the passenger trade, he was sorry to observe that the Commonwealth had adopted the policy of excluding companies like theirs from participating in the trading traffic of Australia. If the threatened measure passed, as it seemed likely to do shortly, this company would be deprived of an income on their Australian lines of between £25,000 and £30,000 a year, which was, to say the least, somewhat disagreeable. Unfortunately this policy of the Commonwealth synchronized with the new tariff, which certainly imposed upon them immediately a very high charge leviable on all the stores on board their vessels, and might have the even more serious effect of interfering with general exports from this country. In conclusion he expressed the opinion that the company had never been in a stronger position.

Mr. S. S. Gladstone seconded the motion for the adoption of the report, which was agreed to unanimously.

THE ANTI-OPIUM MOVEMENT IN CHINA.

SATISFACTORY PROGRESS.

The Times' correspondent at Peking wired on Dec. 11th:—

The Chinese Government has addressed a note to the British Minister expressing grateful recognition of the British Government's sympathetic co-operation in China's endeavours to abolish the opium trade; accepting the conditions stated for the reduction of the import of the Indian drug past pause with the decrease of the production of native opium; and at the same time, foregoing the proposal to increase the import duty on foreign opium. The document affords welcome evidence of the good faith of the Chinese Government and its genuine desire to effect this reform.

Recent information from Consuls and mis-

sionaries is generally of a conflicting nature, showing that the effect of the Imperial edict chiefly depends on local public opinion and on the personality of the responsible officials. But it may be safely stated that the anti-opium movement commands the support of a large section of the people and has already produced hopeful results. Wherever public sentiment and vested interests combine to oppose the regulations the Government has no effective means of enforcing them, and, therefore, the most satisfactory feature of the movement consists in the fact that the people, as distinct from the Government, desire the suppression of the traffic.

China, in July, accepted in principle the American Government's proposal for an international conference to investigate the question of opium abolition, but, presumably owing to lack of initiative, no step has been taken to appoint or convene delegates.

CHANGES IN FAR EASTERN TRADE.

Speaking of the Far Eastern trade, he stated that the whole of their colonial trade between Bombay and Japan had been wiped out by the energy of their Japanese competitors. They had, he imagined, been forced by their Government to increase their depots from Bombay. That trade, consisting chiefly of raw cotton, and amounting to about 70,000 bales, was worked as a monopoly between an association of spinners and the shipowners. Some time ago they had thought it impossible that an enlightened people like the Japanese could shut their eyes to the advantages of free trade and competition. In order to demonstrate their case the board caused to be purchased one or two cargoes of cotton and sent it to Japan, when they found to their surprise and horror that they could not sell a single bale and had to bring it back. This policy on the part of the Japanese seemed hardly fair to the P. and O. and to others, seeing that during the war they carried on the whole of their business for the benefit of the Japanese manufacturing interest. The document was starting in the extreme. It seemed as if the soul of the people had suddenly awoken to a degree of almost supernatural activity. There was another curious feature in connexion with their trade between Bombay and China. The trade had been somewhat dull in China during last year, and, as far as he knew, for the first time in history 50,000 bales of Bombay cotton yarn had this year found their way into Europe. Was this a passing incident, or was it a prophetic note of the influence of cheap labour in the Far East of which we might hear a great deal later? But while they had had drawbacks they had also had some countervailing advantages, although he could not say that the prospects of shipping in the way of trade at present were of a brilliant character. To sum up the total results of income and expenditure, there was a difference in favour of this year of between £7,000 and £8,000. The accounts showed as good a result as last year, and something approaching £8,000 better.

THE NEW MAIL CONTRACT.

On this the first opportunity he congratulated the proprietors on the new mail contract, which settled and defined in great measure the course of the company's business for the next seven years. Their proposals were accepted after a long interval, because they were sent alternately to India and the Far East for the consideration of the authorities in that part of the world, but they were accepted eventually without any negotiation whatever (he, he), and, seeing the trouble that some companies had in settling their mail contracts with the Government or not settling them at all, they might consider themselves fortunate. Although in undertaking this more arduous service, having regard to the present price of fuel, they felt a little anxiety for next year, they were perfectly confident that in the long run the contract would answer the company's purpose, as these contracts had done heretofore. Last year they were threatened with a new Australian service in powerful hands, but that scheme perished still-born, which was certainly the best result for all concerned, and most assuredly for the investors who intended to place their money in it. The Australian mail contract, which ran alternately with their own, had been given to their good friend the Orient Company, and they were glad that should be the case. But now they were threatened with another mail in their coffin.

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PROGRESS OF BRITISH NORTH BORNEO.

The people directly interested in British North Borneo held their thirteenth annual dinner at the Hotel Cecil on December 11th. Sir Charles Fawcett occupied the chair, and the company of 250 included Comte Mullen, Baron Emile d'Erangan, Major-General Sir A. E. Turner, Sir W. B. Ballie-Hamilton, Sir W. H. St. John, Sir R. B. Martin, Sir Charles P. Lucas, Sir Ralph Moor, Sir Charles Forrest of Comiston, Sir H. F. Hibbert, Colonel Sir Augustus Fitz-George, Vice-Admiral Sir J. Durdorf, Vice-Admiral Sir Bayard Clark, Major-General Sir Ronald Lane, Sir Montagu Oman, West Australia, South Australia, British Columbia, New Brunswick, Nova Scotia; the Hon. C. H. Strutt, Mr. Collier Ross, Mr. A. Dick-Cunningham, Mr. J. A. Maidland, Mr. E. Hudson, Mr. C. V. Creagh, Mr. E. Dent, Professor Wyndham Dunstan, Mr. Shiner Stein, Mr. W. C. Cowie, Mr. Townley Lake, Rev. W. H. Elton, Mr. F. C. Stoop, Mr. H. G. Forbes, Mr. G. C. Irving, Mr. Newton, Mr. H. Wagstaff, Mr. J. W. Wilson, and the hon. secretary (Mr. W. P. Flynn). After an interesting biopsic exhibition of scenes in North Borneo Mr. C. Cowie said that thirty-five years ago when he hoisted the British flag over the first trading station in North Borneo he had no idea that the region would become a thriving British Colony. The revenue which in 1900 was £23,000, had grown to £140,000 last year. The British public did not seem to realize the value of British North Borneo which comprised 30,000 square miles of territory, a railway 120 miles long, and telegraphs extending over 800 miles. Within the territory were seven companies engaged in the cultivation of rubber. The prospects of tobacco planting were equally encouraging. There were vast deposits of minerals and coal was being exported. The British in North Borneo had stopped piracy, abolished head hunting and slavery, opened a new field for the profitable employment of British capital, and made a most important addition to the Empire. (Cheers).

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SHIPPING.

ARRIVALS.

ECNEO, German str., 2,850, F. Sembill, 6th Jan.—Sandakan 29th Dec., Timber and General Merchants & Co.
CHINGTU, British str., 2,260, W. B. Brown, 6th January—Australia via Port and Manila 3rd January, General—Butterfield & Swire.
FIKURA MARU, Japanese str., 1,946, H. Sakamoto, 5th January—Moji Slat Dec., Coal—Mitau Bishi Goshi Kwaisha.
EUKIYU MARU, Japanese str., 1,900, T. Ito, 6th January—Swatow 5th Jan., General—Osaka Shosen Kaisha.
JAPAN, British str., 3,803, J. G. Olifent, 6th January—Calcutta via Straits 19th Dec., General—David Sasson & Co.
NEUMUEHLER, German str., 1,970, M. Fischer, 6th Jan.—Kobe, Moji via Nagasaki 31st Dec., Coal and General—Jensen & Co.
SEXTA, German str., 392, Diesel, 5th January—Singapore 28th Dec., General—Siemssen & Co.
TAISHUN, Chinese str., 1,216, R. Stephen, 6th January—Shanghai 3rd Jan., General—Chinese.
TATSU MARU, Japanese str., 1,948, H. Terimura, 6th January—Kobe and Moji 1st January, Coal and General—Walem & Co.
WAKASA MARU, Japanese str., 3,884, N. Nielsen, 6th January—Yokohama 15th December, General—Nippon Yuen Kaisha.
WILMINGTON, Am. gunboat, 6th Jan.—Canton YUENSHAN, British str., 1,128, P. H. Rolfe, 6th January—Manila 2nd Jan., General—Jardine, Matheson & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE,
6th January.

Alesia, German str., for Moji.
Armand Belic, French str., for Europe, &c.
Haitian, British str., for Swatow.
Macduff, British str., for Bangkok.

DEPARTURES.

6th January.
CHIHLI, British str., for Ho-how.
GLENESK, British str., for Mukden.
HONGKONG, French str., for Haiphong.
PROMETHEUS, Norwegian str., for Swatow.
SHANTUNG, German str., for Bangkok.

SHIPPING REPORTS.

The British str. *Chingtu* reports: Fine weather from Sydney to Port Darwin. Strong winds from Port Darwin to Hongkong via Zamboanga and Manila.

The British str. *Japan* reports: Light monsoon and fine to July Shoal, from thence to port moderate gale and high seas with overcast weather and continuous rain.

VESSELS IN DOCK.

January 6th.
ABERDEEN DOCKS—Lightning
KOWLOON DOCKS—Neil Mcleod, Kueichow,
Loo-wuk, Yingking, Hercules, Mercedes, Lo-kuan,
CO-MOPOLITAN DOCKS—Chunang, Ponan.

CHINA & MANILA STEAMSHIP COMPANY, LTD.

A CARNIVAL

IS TO BE HELD
in MANILA under Government auspices
during the week commencing
3RD FEBRUARY, 1908.

As an inducement to Hongkong residents to patronize this important event besides enjoying a holiday of reasonable length we have decided to despatch our Steamer "RUBI" on FRIDAY, 31st instant, in the evening instead of at Noon on SATURDAY. The Steamer will, therefore, reach Manila early on MONDAY morning, and in order that the full week's festivities may be enjoyed we shall not despatch the steamer from Manila until SUNDAY morning, 9th February, at Daylight. Steamer will reach Hongkong again on the afternoon of TUESDAY, 11th February.

We have arranged a special fare for this round trip of \$50, and we shall allow passengers to remain on board during the stay in Manila for \$10 per day inclusive. We trust to secure sufficient passengers to justify our having offered this inducement.

For further particulars, apply to the Undersigned.

SHEWAN, TOMES & CO.,
General Managers,
Hongkong, 13th December, 1907. 1908.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA,"

Captain Selier, will be despatched for the above Ports on or about MONDAY, the 6th inst.

For Freight or Passage, apply to
J. MILLET,
Agent,
Hongkong, 1st January, 1908. 2

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. Roach, will be despatched for the above Ports 10-DAY, the 7th inst., at 10 A.M.

For Freight or Passage apply to
DOUGLAS LAPRAIK & CO.,
General Managers,
Hongkong, 4th January, 1908. 148

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong CALLAO AND IQUIQUE VIA JAPAN PORTS (Karatsu, Kobe and Yokohama.) With Liberty to call at Honolulu and Salina Cruz.

Steamers
"KASATO MARU"..... 6,100 Sometime in March 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager,
York Building.
Hongkong, 27th December, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessel's anchoring nearest Kowloon are marked "k" nearest Hongkong "l" midway between Hongkong and Ko-lon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & BIG	FLAG & BIG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SUEZ CANAL	GLENAVON	Brit. str.	Wolfenden	McGREGOR BROS. & GOW	On 9th inst.	
LONDON & VIA USUAL PORTS OF CALL,	DELHI	Brit. str.	J. D. Andrews, R.N.R.	P. O. S. N. CO.	On 11th inst., at Noon.	
MAESSEUILLES, &c., via PORTS OF CALL	ARMAND BEHIC	French	Guionnet	MESSEGERIES MARITIMES	To-day, at 1 P.M.	
MAESSEUILLES, LYON, HAVRE & HAMBURG, &c.	HABSBURG	Ger. str.	Filler	HAMBURG-AMERIKA LINIE	On 30th inst.	
MAESSEUILLES, HAVRE & COPENHAGEN	SCANDIA	Ger. str.	v. Dohren	HAMBURG-AMERIKA LINIE	On 9th inst.	
ROTTERDAM & HAMBURG VIA STRAITS, &c.	C. FERD. LAIBIS	Ger. str.	McInnes & Co.	HAMBURG-AMERIKA LINIE	Middle of January.	
HAMBURG VIA SINGAPORE & MOULMEIN	DAPHNE	Ger. str.	Wagner	HAMBURG-AMERIKA LINIE	On 4th February.	
HAVRE & HAMBURG VIA STRAITS, &c.	ARAGONIA	Ger. str.	E. Schipper	SANDER, WIELER & CO.	About 8th inst.	
HAVRE & HAMBURG VIA STRAITS, &c.	VALANDIA	Ger. str.	Deinet	HAMBURG-AMERIKA LINIE	On 10th inst.	
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	P. E. FEIEDRICH	Ger. str.	Vahsel	HAMBURG-AMERIKA LINIE	On 15th inst.	
ANTWERP, ROTTERDAM & HAMBURG VIA STRAITS, &c.	NIPPON	Ans. str.	E. Machow	MELCHERS & CO.	On 16th inst.	
HAMBURG VIA STRAITS, &c.	DORTMUND	Ger. str.	E. Tarabochia	HAMBURG-AMERIKA LINIE	On 14th inst.	
SAXONIA	INDRAUPURA	Am. str.	Habbel	HAMBURG-AMERIKA LINIE	On 14th inst.	
ERROLL	ERROLL	Am. str.	Thompson	SHewan, Tomes & Co.	On 20th inst.	
JESERIC	JESERIC	Am. str.	Arnold, Kaberg & Co.	STANDARD OIL CO.	About 25th inst.	
EMPEROR OF INDIA	MONTEAGLE	Brit. str.	Canadian Pacific R. Co.	CANADIAN PACIFIC R. CO.	On 16th inst., at 4 P.M.	
KUMERIC	KUMERIC	Am. str.	W. B. Brown	DODWELL & CO., LTD.	On 23rd inst., at Noon.	
KASATO MARU	(HINTU)	Jap. str.	W. von Senden	TOYO KISEN KAISHA	On 1st Feb., at 4 P.M.	
PRINZ WALDEMAR	PRINZ HEINRICH	Brit. str.	BUTTERFIELD & SWIRE	On 30th inst., at Noon.		
CHINGTU	TSILWONG	Brit. str.	JARDINE, MATHERSON & CO., LTD.	On 10th inst., at 4 P.M.		
CHOYANG	NIWCHWANG	Brit. str.	P. & O. S. N. CO.	Quick despatch.		
PAJAWAN	YABA	Brit. str.	BUTTERFIELD & SWIRE	TO-morrow, at Noon.		
JAPAN	ICHANG	Brit. str.	C. R. Longden, R.N.R.	TO-morrow, at 4 P.M.		
YUNNAN	NINGAN	Brit. str.	J. G. Olifent	TO-morrow, at 4 P.M.		
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	SHANGHAI	Brit. str.	W. O. Jon s.	On 9th inst., at 4 P.M.		
SHANGHAI	SOHNU MARU	Jap. str.	S. M. Reynolds	On 9th inst., at 4 P.M.		
SHANGHAI, YOKOHAMA, & KOBE	KWONGSANG	Brit. str.	T. Surge	On 9th inst., at 9 A.M.		
SHANGHAI	PETRONIA	Brit. str.	W. P. Baker	On 10th inst., at 4 P.M.		
SHANGHAI KOBE & YOKOHAMA	DEVAHNA	Brit. str.	T. H. Side, R.N.R.	On 10th inst., at 10 A.M.		
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHAOSHENG	Brit. str.	L. D. Northcombe	On 12th inst., at 4 P.M.		
SHANGHAI	SIKIANG	Brit. str.	HAMBURG-AMERIKA LINIE	On 13th inst.		
YOKOHAMA, KOBE & TAKOJI	PRINZ HEINRICH	Brit. str.	MELCHERS & CO.	On 14th inst.		
SWATOW, AMOY & FOOCHOW	YOKOHAMA	Brit. str.	P. & O. S. N. CO.	On 15th inst.		
HOIHOW & HAIHPONG	YOKOHAMA	Brit. str.	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.		
MANILA	TAMING	Brit. str.	M. B. Lake	JOHN, MATHERSON & CO., LTD.	On 21st inst., at 4 P.M.	
MANILA	YUNHSANG	Brit. str.	T. Ito	TO-morrow, at Daylight.		
MANILA	ZAFIRO	Brit. str.	J. S. Roach	To-day, at 10 A.M.		
MANILA	TEAN	Brit. str.	A. E. Hodges	On 10th inst., at 10 A.M.		
MANILA	LOONGSAM	Brit. str.	Butterfield & Swire	On 9th inst., at D'light		
CERU & ILOILO	BUBI	Brit. str.	T. Meyrick	To-day, at 4 P.M.		
CERU & ILOILO	SUNGXIANG	Brit. str.	Fraser	On 10th inst., at 4 P.M.		
KUDAT & SANAKAN	KAFONG	Brit. str.	S. J. Payne	On 15th inst., at 4 P.M.		
BOMBAY VIA SINGAPORE & PENANG	BORNEO	Ital. str.	E. J. Todd	On 21st inst., at 4 P.M.		
SINGAPORE, PENANG & CALCUTTA	CAPEX	Brit. str.	H. Koops	Middle of January.		
JAVA PORTS	LAISANG	Brit. str.		TO-day, at 8 P.M.		
	TIWIINI	Dut. str.		Quick despatch.		

CANADIAN PACIFIC RAILWAY,
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SKETCH OF UNDER 11 DAYS ACROSS THE PACIFIC IS THE "EMPEROR LINE," SAVING 5 TO 10 DAYS' OCEAN TRAVEL.
11 DAYS YOKOHAMA TO VANCOUVER.
18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).
R.M.S.
TONS LEAVE HONGKONG ARRIVE VANCOUVER
"EMPEROR OF INDIA" 6,000 THURSDAY, 16th Jan. 3rd Febr.
"MONTEAGLE" 6,163 WEDNESDAY, 25th Jan. 22nd Febr.
"EMPEROR OF JAPAN" 6,000 THURSDAY, 13th Febr. 2nd March
"EMPEROR OF CHINA" 6,000 THURSDAY, 12th March 30th March
"EMPEROR OF INDIA" 6,000 THURSDAY, 9th April 27th April
"MONTEAGLE" 6,163 WEDNESDAY, 22nd April 16th May

"EMPEROR" Steamer will depart from HONGKONG AT 4 P.M.
Intermediate Steamers at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamship, 14,500 tons register. The through transit to LIVERPOOL being 224 days from YOKOHAMA and 204 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10 Intermediate on Steamers } 240, " 242.
" and 1st Class Railways } 240, " 242.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

H.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Hooked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Route, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Pier.

7

For Freight or Passage apply to

D. W. CRADOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Pier.

Hongkong, 7th January, 1908. 14

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manilla. Saloon amidships. Electric

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, PALAWAN, and YOKOHAMA	Capt. C. E. Longden, R.N.R.	About 5th Jan.	Freight and Passage.
SHANGHAI	Capt. T. H. H. Hide, R.N.R.	About 10th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS	DELLI	Noon, 11th Jan.	See Special of Call.
	Capt. J. D. Andrews, R.N.R.	Jan.	Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong 1st January, 1908

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	NEWCHWANG	On 7th Jan., 4 P.M.
MANILA	TAMING	On 7th Jan., 4 P.M.
SHANGHAI	ICHANG	On 8th Jan., 4 P.M.
HOI HOI and HAIPHONG	SINGAN	On 9th Jan., 4 P.M.
SHANGHAI	YUNNAN	On 9th Jan., 4 P.M.
YOKOHAMA and KOBE	CHINGH	On 10th Jan., 4 P.M.
SHANGHAI	SHAOHSING	On 12th Jan., 4 P.M.
MANILA	TEAN	On 14th Jan., 4 P.M.
CEBU and ILIOLO	SUNGKHYANG	On 15th Jan., 4 P.M.
SHANGHAI	YOCHOW	On 17th Jan., 4 P.M.
CEBU and ILIOLO	KAIFONG	On 21st Jan., 4 P.M.
MANILA, ZAMBANGA, POET, DABWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	CHINGTU	On 1st Feb., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 7th January, 1908.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).			
STEAMERS	TO SAIL	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	CHOYSANG	TUESDAY, 7th JAN., NOON.	
SINGAPORE, PENANG & CALCUTTA	LAISANG	TUESDAY, 7th JAN., 3 P.M.	
SHANGHAI	TINGSANG	THURSDAY, 9th JAN., 4 P.M.	
MANILA	KWONGSANG	FRIDAY, 10th JAN., 4 P.M.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	YUENSANG	FRIDAY, 10th JAN., 4 P.M.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	LOONGSANG	FRIDAY, 17th JAN., 4 P.M.	
SHANGHAI	NAMSANG	TUESDAY, 21st JAN., 4 P.M.	
SHANGHAI	POONG CALANTZ	85. 130. 250.	

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

‡ Taking Cargo on Through Bills of Lading to Kudat, Labad, Data, Simpona, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 6th January, 1908.

Full information on Application.

Japan Office:

14, WATER STREET, YOKOHAMA.

Head Office for the Far East:

16, DES VIEUX ROAD, HONGKONG.

NAVIGAZIONE GENESCALE ITALIANA.
(Florio and Bubattino United Companies)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mai. Steamers to POET SAID, MESSINA, NAPLES, LEGHORN and GIBRALTAR also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PEHSSAN GULF and BAGHDAD, also BARCELONA VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "CAPRI," Captain Dini, will be despatched as above on MONDAY, the 13th inst., at NOON.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 1st January, 1908.

THE AMERICAN AND ORIENTAL LINE.

FOR BALTIMORE AND NEW YORK. (With Liberty to Call at the Malabar Coast.)

THE Steamship "JESERIC."

Capt. Thompson, will leave for above Ports on or about SATURDAY, the 25th inst.

For Freight apply to ARNHOLD KARBERG & CO., Agents.

Hongkong, 23rd December, 1907.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ST. PATRICK."

FROM NEW YORK AND STRAITS.

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst. at 9.00 A.M.

All Claims must reach us before the 13th inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 2nd January, 1908.

"JESERIC."

Capt. Thompson, will leave for above Ports on or about SATURDAY, the 25th inst.

For Freight apply to ARNHOLD KARBERG & CO., Agents.

Hongkong, 23rd December, 1907.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

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No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 4th January, 1908.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

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